Efficient Movement of Goods

Tangible Result Driver – Dave DeWitt,
Director of Administrative Services

Missouri's location in the nation's center makes it a major cross-roads in the movement of goods. Transportation infrastructure must be up to the task so that as the flow of freight becomes more efficient, businesses and communities share the economic benefits.

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Average speed traveled on selected sections of roadways

Results Driver: Dave DeWitt, Director of Administrative Services
Measurement Driver: Eileen Rackers, State Traffic Engineer

Purpose of the Measure:
This measures helps to determine whether travel speeds are increasing on selected sections of roadways. Decreasing travel speeds are an indication of congestion and poor performance of the system.

Measurement and Data Collection:
For interstate routes, information collected in the Traffic Management Centers will provide information from the detectors installed along the freeway. Surveillance done to evaluate signal coordination could be used to evaluate speed on arterials. Graphs will be created that show the average travel speeds on selected routes.

Benchmark data, as shown below, is provided by the Statewide Evaluation of Intelligent Transportation Systems report by the University of Missouri-Columbia. At this time there is no more current data available, and the collection method used will be enhanced for future reporting.

Improvement Status:
The benchmark data below indicated the various speeds traveled on selected sections of roadway.

Freeway	Direction	Period	Average
St. Louis			
I-270, *between I-64 & I-55*	Northbound	AM Peak, *Summer 2003*	51 mph
	Southbound	PM Peak, *Fall 2002*	48 mph
I-64, *between US-340 & US-67*	Eastbound	AM Peak, *Summer 2003*	51 mph
	Westbound	PM Peak, *Spring 2003*	39.9 mph
I-70, *between US-370 & Earth City*	Eastbound	AM Peak, *Summer 2003*	47 mph
	Westbound	PM Peak, *Summer 2003*	56.7 mph
Kansas City			
I-435, *between K-10 & Grandview Triangle*	Eastbound	AM Peak, *Summer 2002*	61.3 mph
	Westbound	PM Peak, *Summer 2002*	51.9 mph
I-35, *between I-435 & I-70*	Northbound	AM Peak, *Summer 2002*	54.5 mph
	Southbound	PM Peak, *Summer 2002*	53.7 mph
I-70, *between Lee's Summit & Prospect Ave*	Westbound	AM Peak, *Summer 2002*	56.4 mph
	Eastbound	PM Peak, *Summer 2002*	45.3 mph

Efficient Movement of Goods

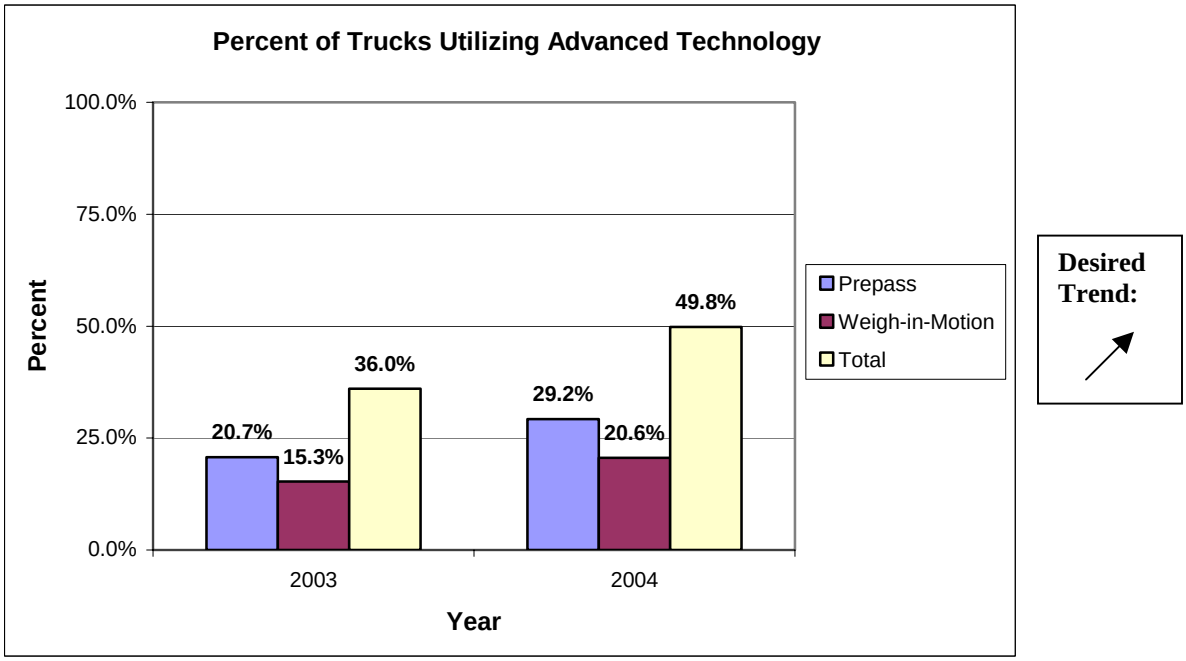
Percent of trucks using advanced technology at Missouri weigh stations

Results Driver: Dave Dewitt, Director of Administrative Services
Measurement Driver: Jan Skouby, Motor Carrier Services Director

Purpose of the Measure:
This measure indicates motor carriers' acceptance of tools designed to improve the flow of freight traffic on Missouri highways.

Measurement and Data Collection:
Data is collected by the PrePass system computers and by the Missouri State Highway Patrol. Trucks that use PrePass are scanned as they approach 19 Missouri weigh stations. Sensors check the vehicle's weight as computers scan MoDOT's records to determine the carrier's compliance with safety, insurance and state and federal regulations. Drivers are notified to stop or are allowed to continue without delay. Carriers that comply with state and federal regulations save time and money. The Missouri State Highway Patrol provides an annual measure of the number of trucks that use Missouri's weigh-in-motion scales located at Mayview and Foristell. These scales measure weight as trucks pass over them at 40 m.p.h. Using them rather than scales that require a full stop saves both time and money.

Improvement Status:
In one year, the number of trucks that made use of PrePass and weigh-in-motion scales increased from one-third to one-half. MoDOT Motor Carrier Services continues to inform carriers of the services and promotes their use. Incremental increases are expected.



Efficient Movement of Goods

Freight tonnage by mode

Results Driver: Dave DeWitt, Director of Administrative Services
Measurement Driver: Kyle Kittrell, Transportation Planning Director

Purpose of the Measure:
This measure will assist MoDOT in identifying the amount of freight movement by mode. Freight tonnage correlates closely to the number of trucks, rail cars and barges using the transportation system.

Measurement and Data Collection:

Improvement Status:

Measure is Under Development

Efficient Movement of Goods

Percent of satisfied motor carriers

Results Driver: Dave DeWitt, Director of Administrative Services
Measurement Driver: Jan Skouby, Motor Carrier Services Director

Purpose of the Measure:
This measure will track MoDOT's progress toward the goal of expeditiously meeting the needs of the motor carrier industry and facilitating freight movement.

Measurement and Data Collection:

Improvement Status:

Measure is Under Development

Efficient Movement of Goods

Average wait time spent by customers obtaining Over Dimension /Over Weight permits

Results Driver: Dave DeWitt, Director of Administrative Services
Measurement Driver: Jan Skouby, Motor Carrier Services Director

Purpose of the Measure:
This measure will track MoDOT's success in minimizing the time it takes motor carriers to obtain permits that allow them to haul loads that are taller, wider or heavier than those regularly permissible on Missouri highways.

Measurement and Data Collection:

Improvement Status:

Measure is Under Development